

20000103.ba v02\_n767.bam.20000103

>From ???@??? Mon Jan 3 23:44:15 2000 -0600  
Message-Id: <200001040540.e045eXC11443@sco.theporch.com>  
Date: Mon, 3 Jan 2000 23:40:14 CST  
From: Old Tube Radios <boatanchors@theporch.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: BOATANCHORS digest 2767

## BOATANCHORS Digest 2767

Topics covered in this issue include:

- 1) Re: Chuck's safety hints, my comments and additions.  
by Bob Roehrig <broehrig@admin.aurora.edu>
- 2) Safety  
by "Paul Bernhard Sr." <w2tu@email.msn.com>
- 3) parts needed  
by Bob Roehrig <broehrig@admin.aurora.edu>
- 4) Parting out Mercury 203 tube tester  
by Avery Comarow <acomarow@usnews.com>
- 5) URM-25D first impressions  
by Arden Allen <gumbear@pacbell.net>
- 6) Re: RCA AVT-112A aircraft tx - freq coverage?  
by "ROBERT W. DOWNS" <RWDowns\_WA5CAB@compuserve.com>
- 7) RE: Chuck's safety hints, my comments and additions.  
by Tom Norris <badger@telalink.net>
- 8) Problem:Procuring Patterson paper...  
by john <johnmb@mindspring.com>
- 9) : AN/URR-69 R-1444/UR  
by Roy Morgan <roy.morgan@nist.gov>
- 10) Re: URM-25D first impressions  
by jan@skirrow.org
- 11) Re: URM-25D first impressions  
by "Benjamin D. Hall" <kd5byb@WT.NET>
- 12) Stancor Tfr Info Needed  
by jan@skirrow.org
- 13) Re: Chuck's safety hints, my comments and additions.  
by Scott Robinson <spr@earthlink.net>
- 14) info on a Stoner SSB Pro-80-10 ?  
by "John Dilks, K2TQN" <oldradio@worldnet.att.net>
- 15) Wanted: Service Manual for R-392/URR RECEIVER  
by "DavidC" <eDoc@netzero.net>
- 16) Re: URM-25D first impressions  
by "Ed Zeranski" <ezeran@concentric.net>
- 17) IEC power cords.  
by Arden Allen <gumbear@pacbell.net>
- 18) New Radio Pictures on my Web Page

by Dave <davidh@getnet.com>  
19) Top Ten Gadgets of All Time  
by "Scott Alfter" <salfter@delphi.com>  
20) Re: Top Ten Gadgets of All Time  
by "Ed Zeranski" <ezeran@concentric.net>

-----  
Date: Mon, 3 Jan 2000 14:09:51 -0600 (CST)  
From: Bob Roehrig <broehrig@admin.aurora.edu>  
To: Old Tube Radios <boatanchors@theporch.com>  
cc: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: Chuck's safety hints, my comments and additions.  
Message-ID: <Pine.OSF.3.96.1000103140423.11953D-1000000@admin.aurora.edu>  
MIME-Version: 1.0  
Content-Type: TEXT/PLAIN; charset=US-ASCII

On Mon, 3 Jan 2000, Arden Allen wrote:

> Even if the fusing and power switching isn't per IEC (or whatever) wiring  
> standards there are other requirements that it can meet that make sense.  
> If it meets insulation breakdown voltage requirements (by both testing and  
> use of approved parts) an argument can be soundly made (IMHO) that it  
> doesn't matter where the fuse or power switch is in the circuit because the  
> likelihood of failure of those parts (short to chassis) is dimishingly  
> small while outlet wiring reversals and power cord failures are common.

This discussion reminds me of an occurance several years ago when I worked  
for W.E. There was a unit with a 120V AC power supply in it that used the  
same kind of 3 pin power conector that we now see all over the place (like  
on the back of your PC).

Anyway, Inside the unit, there were Black, White, and Green wires. But  
guess what - Green was hot, Black was neutral, and White was ground.  
When I called the Bell Labs designer of this device, he told me that  
inside the box, it didn't matter what color wires were used. I told him  
that perhaps that was true but if you are going to use the 3 "standard"  
wire colors, at least designate the right colors for the right function.  
They finally decided to "correct the drawings".

"Nostalgia is a thing of the past"  
E-mail: broehrig@admin.aurora.edu or k9eui@arrl.net 73 de Bob, K9EUI  
CIS: Data / Telecom Aurora University, Aurora, IL  
630-844-4898 Fax 630-844-4222

-----  
Message-ID: <000b01bf5627\$8e997c40\$9b5a143f@default>  
From: "Paul Bernhard Sr." <w2tu@email.msn.com>

To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Safety  
Date: Mon, 3 Jan 2000 15:17:20 -0500

Hi all:

The latest of many threads about the dangers in voltages present on chassis, etc. led me to one last mention of this.

As a construction electrician for 50+years with a company specializing in large commercial and industrial jobs, we worked with voltages from 13.2K down and everything from D.C to 25 to 1000 hz. A.C. in almost every imaginable configuration. Since we were continually changing jobsites we never were able (probably to our advantage) to become familiar with our surroundings. Three of the credos we "lived" by (literally) were:

1. Never take anything for granted.
2. Don't take anyone's word for the condition of the circuit you were about to work on.
3. Always test your tester! (before and after).

These rules were very obvious, common sense precautions that sometimes lost out to expediency and economy!

One piece of test equipment I used and have found very useful in troubleshooting AC circuits is a piece of gear that came on the scene quite a while ago. It is the voltage sensor. We had models to check everything from 230KV down. A small pocket model checks AC from 110-600 volts and is very reasonably priced. (Probably \$15-20 at most). It is the size of magic marker, contains one small battery and will light up when the nose is placed next to a conductor carrying the ungrounded AC voltage. The beauty part is that it doesn't have to be next to metal but reads through the insulation. (It detects the presence of the mag field!) It's excellent for tracing AC through defective switches, open windings, etc. Also very good for finding the bad Christmas tree lamp in those 50 string light sets! Every BA person should have one. Hope you find this helpful.

Paul B. W2TU

-----  
Date: Mon, 3 Jan 2000 14:12:55 -0600 (CST)  
From: Bob Roehrig <broehrig@admin.aurora.edu>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: parts needed  
Message-ID: <Pine.0SF.3.96.1000103141005.11953E-100000@admin.aurora.edu>  
MIME-Version: 1.0  
Content-Type: TEXT/PLAIN; charset=US-ASCII

I am looking for a pair of coils from a telegraph relay or sounder. They do not have to be OK electrically, but should be OK appearance-wise. The ones I need are 1 1/4" dia by 1 3/4" long. Preferably would like the ones with flat pole pieces but the angled ones would do.

Also looking for the rear terminals and brass interconnecting strap that goes on the rear of a J-38 key.

"Nostalgia is a thing of the past"

E-mail: broehrig@admin.aurora.edu or k9eui@arrl.net 73 de Bob, K9EUI  
CIS: Data / Telecom Aurora University, Aurora, IL  
630-844-4898 Fax 630-844-4222

-----  
Message-Id: <2.2.32.20000103211319.008d17b4@ntpop.usnews.com>  
Mime-Version: 1.0  
Content-Type: text/plain; charset="us-ascii"  
Date: Mon, 03 Jan 2000 16:13:19 -0500  
To: Old Tube Radios <boatanchors@theporch.com>  
From: Avery Comarow <acomarow@usnews.com>  
Subject: Parting out Mercury 203 tube tester  
Cc: dcboatanchors@qth.net

This is one of the old drugstore tube checkers, not exactly a Hickok. If anybody needs the transformer that supplies the various filament voltages or the "press to test" switch, I'll sell either one for \$5 or both for \$9, plus shipping. The meter is already promised.

73, Avery W3AVE

-----  
Date: Mon, 03 Jan 2000 13:24:09 -0800  
From: Arden Allen <gumbear@pacbell.net>  
Subject: URM-25D first impressions  
To: Old Tube Radios <boatanchors@theporch.com>  
Message-id: <0FNS002P33HXRF@mta2.snfc21.pbi.net>  
MIME-version: 1.0  
Content-type: text/plain; charset=ISO-8859-1  
Content-transfer-encoding: 7bit

Bah, Y2K bugs!

Boatanchor bugs are an altogether different affair. My current project has gone way beyond restoration to literally rebuilding a URM-25D signal generator. The only other choice would be to toss it out with the Christmas wrappings. Not too long ago I thought the generator would be easy to get ready to sell except that when I checked it out the meter had the quirky jerks, a problem I thought I had gotten rid of a long time ago.

Further checking gave indication of the unit being a really sick puppy. I had never really worked on a URM-25D before so I decided to jump on it full force. I'm still jumping and boy the bugs are coming out in droves!

The unit has two kinds of non-electrolytic, leaded caps, molded micas and molded papers. All of the molded papers were checking at just a few megs insulation resistance. They all had to go. The micas are fine. I was pleasantly surprised to find the carbon comp resistors to be all within tolerance except one. A 51K 1/2 watt measured about 200K but the reading kept drifting around. After futzing around for a few minutes I found that the resistor could be made to read about 70K by squeezing it with needlenose pliers! A \*squeezistor\*! The 'ancients' were smarter than I thought, .....YuK!

Working on a URM-25D requires \*extricating\* the various sub-chassis from inside the shield casting by using all of the techniques neurologists use to remove brain tumors plus the masochism of a credentialled boatanchorist. After getting the "brains" out onto the operating table (the place is littered with parts) I found the quirky-jerky malignancy: The meter is driven by a 6AL5 rectifier on a postage stamp size sub-sub-chassis which is mounted on two metal standoffs. The screws holding the two standoffs from the bottom (blind) side of the RF output sub-chassis were both loose! Really loose, not just lightly torqued. The meter rectifier circuit grounds were intermittently floating!

I have a ways to go before this project will bear sweet fruit but I can say this much about the URM-25D to others considering taking on the beast: The URM-25D is without doubt one of the WORST assembly designs for military equipment. There is no hope of field maintaining it other than changing tubes. The mechanical design, probably due to last minute changes, is a collection of tacky, junky, nearly impossible to assemble properly bits and pieces. If you don't have the stomach for rebuilding a ship in a bottle you won't make it with the URM-25D. Alas, when it's all finished you can still get only the going price, not what it's worth in blood, sweat and tears.

Arden Allen KB6NAX Vallejo, CA gumbear@pacbell.net

-----  
Date: Mon, 3 Jan 2000 16:26:32 -0500  
From: "ROBERT W. DOWNS" <RWDDowns\_WA5CAB@compuserve.com>  
Subject: Re: RCA AVT-112A aircraft tx - freq coverage?  
To: Old Tube Radios <boatanchors@theporch.com>  
Message-ID: <200001031626\_MC2-932E-148C@compuserve.com>  
MIME-Version: 1.0  
Content-Transfer-Encoding: quoted-printable  
Content-Type: text/plain;  
charset=ISO-8859-1

Content-Disposition: inline

Andy & Group, =

According the RCA manual that I'm looking at on my monitor, the AVT-112A covers 2500-6500 KC single channel crystal controlled. Power output is rated at 6 watts into 20 ohms @ 3105 KC with 320 volts on the plates.

The companion receiver is the AVR-20A. The 6/12/24 volt power unit is the  
e  
AVA-126A.

73,  
Robert Downs  
WA5CAB  
Houston

-----  
Message-Id: <3.0.5.32.20000103162402.00954590@mail1.telalink.net>  
Date: Mon, 03 Jan 2000 16:24:02 -0600  
To: Old Tube Radios <boatanchors@theporch.com>  
From: Tom Norris <badger@telalink.net>  
Subject: RE: Chuck's safety hints, my comments and additions.  
Cc: boatanchors@theporch.com  
Mime-Version: 1.0  
Content-Type: text/plain; charset="us-ascii"

At 10:47 PM 01/03/2000 +1100, you wrote:

>Tom Norris wrote:-

>

> What is amazing is that many pieces of multi K\$  
>gear come in NEW for acceptance testing and are found to be  
>neutral fused!

It's true.

>

>Tom,what you say makes sense except for one thing. Why on earth would  
>anyone(including those who have some or any technical training) assume that  
>in any given piece of electrically operated equipment,the"hot"wiring is of  
>colour A or B or that it SHOULD have been connected to the large terminal or  
>to the small terminal or whatever!In any piece of electrically operated  
>equipment it must be assumed that ANY wire is hot with respect to  
>ground.Follow this rule and you don't have to worry about what any  
>manufacturer (or electrician) might or might not have done.

>

That is why I suggested checking the wiring with a simple tester to make sure it \*IS\* wired correctly rather than assuming it is. On a "hot chassis"

radio such as an All-American 5 ( like an S-38 ) the chassis may very well be connected to the hot side of the line if the original non-polarized plug is used. If the chassis is connected to the hot side, and you are connected to ground in some way, it is quite possible you would receive a shock of some sort. For that reason I advocate using a polarized AC cord for power.

All my previous comments were concerning the electrical wiring used by the US, with a neutral, ground, and hot on 115 volts. On a US outlet, the narrower slot is hot, the wider neutral ( connected to ground at the breaker box ) and the "round" terminal earth/grnd. The "hot" is connected to one of the two sides of the center tapped 220 volt line, the neutral is grounded at the pole and at the breaker panel so from ground to each leg is 110 ( nominal ) volts. For 220 volt applications, one would use both hot legs. Its a bit difference from UK/EU and Oz standards.

As for treating any wire as a hot wire, yes, I do. The term "hot" in my discussion was in the context of "the high side of the electrical line in respect to "neutral" and ground/earth."

Tom

-----  
Message-Id: <3.0.3.32.20000103173641.00a12088@mindspring.com>  
Date: Mon, 03 Jan 2000 17:36:41 -0500  
To: Old Tube Radios <boatanchors@theporch.com>  
From: john <johnmb@mindspring.com>  
Subject: Problem:Procuring Patterson paper...  
Mime-Version: 1.0  
Content-Type: text/plain; charset="us-ascii"

I'm looking for copies of any docs, schematics etc for a Patterson PR10 and 16. I've tried the usual suspects... any pointers appreciated!

Best  
John

+-----  
| John Brewer- WB50AU/4  
| AMI #24      Vintage Radio Website

| <http://www.old-radios.com>

+-----

-----  
Message-Id: <4.2.0.58.20000103174415.00a6ac10@sdct-sunsv1.ncsl.nist.gov>  
Date: Mon, 03 Jan 2000 17:47:38 -0500  
To: Old Tube Radios <boatanchors@theporch.com>  
From: Roy Morgan <roy.morgan@nist.gov>  
Subject: : AN/URR-69 R-1444/UR  
Mime-Version: 1.0  
Content-Type: text/plain; charset="us-ascii"; format=flowed

The Mil Commo List, <http://www.telalink.net/~badger/millist/mi.html>

Says this:

"R-1444/UR

Radio receiver, 0.5-30 MHz, 100 Hz steps, AM/FM/USB/LSB/CW/FSK, CEI. "

Note that the CEI company is known to have made many spy radios and similar equipment. Not too much is known about the company, and I am only guessing that is the reference at the end of the listing above.

Roy

-

Roy Morgan  
Keep em glowing! K1LKY since 1959  
7130 Panorama Drive, Derwood MD 20855  
301-330-8828

-----  
Date: Mon, 03 Jan 2000 14:47:22 -0800  
To: Old Tube Radios <boatanchors@theporch.com>  
From: jan@skirrow.org  
Subject: Re: URM-25D first impressions  
Mime-Version: 1.0  
Content-Type: text/plain; charset="us-ascii"  
Message-Id: <E125GUJ-0001s1-00@mail.islandnet.com>

At 01:24 PM 1/3/00 -0800, Arden Allen wrote:

>the resistor could be made to read about 70K by squeezing it with  
>needlenose pliers! A \*squeezistor\*! The 'ancients' were smarter than I  
>thought, .....YuK!



Yeah - add a diaphragm and I think you have an old carbon mike.

>this much about the URM-25D to others considering taking on the beast: The  
>URM-25D is without doubt one of the WORST assembly designs for military

Yep! But I like mine. Even though I have a couple of newer fancy generators, my URM-25D still sits on my bench. It's only used now when I want to go lower than about 425kHz (the limit of my newer models). But I still remember (no - not fondly) my first attempt to align my first R-390A with its iterative approach to tuning the RF transformers, and the carpal tunnel syndrome that resulted from days of twisting the URM across the various ranges. I have a new respect for those mil techs who had to align many R-390As with this beast!

Jan Skirrow, VE7DJX

... in sunny (sometimes rainy) Maple Bay, BC, Canada

\*\*\*\*\*  
"So many radios, so little time"

Please note the new URL for Boatanchor Dreams:

<http://www.skirrow.org/Boatanchors/>

Information, Parts, Pictures, Articles: The R-390A  
and other classic gear.

Also, my new e-mail address is:

jan@skirrow.org

\*\*\*\*\*

-----  
Message-Id: <3.0.32.20000103171422.007cfcf0@mail.wt.net>  
Date: Mon, 03 Jan 2000 17:20:27 -0600  
To: Old Tube Radios <boatanchors@theporch.com>  
From: "Benjamin D. Hall" <kd5byb@WT.NET>  
Subject: Re: URM-25D first impressions  
Mime-Version: 1.0  
Content-Type: text/plain; charset="us-ascii"

>If you don't have the stomach for rebuilding a ship in a bottle  
>you won't make it with the URM-25D. Alas, when it's all finished you can  
>still get only the going price, not what it's worth in blood, sweat and

>tears.

Wierd. With the assistance of Dallas Lankford's cheat sheets on the URM-25D from the Hollow State Newsletter, I found working on the URM-25D not to be that hard, just tedious...

73,  
ben  
---

Benjamin D. Hall, KD5BYB, Engine and radio collector / operator.  
Located in Houston, Texas, USA.  
e-mail: kd5byb@WT.net, web: <http://web.wt.net/~kd5byb/>  
"An ye harm none, do what thou wilt."

-----  
Date: Mon, 03 Jan 2000 16:53:57 -0800  
To: Old Tube Radios <boatanchors@theporch.com>  
From: jan@skirrow.org  
Subject: Stancor Tfr Info Needed  
Mime-Version: 1.0  
Content-Type: text/plain; charset="us-ascii"  
Message-Id: <E125IEE-00087Q-00@mail.islandnet.com>

Hi All ...

Can anyone tell me what a Stancor P6465D is? I salvaged three of them from an old controller of some sort.

Jan Skirrow, VE7DJX

... in sunny (sometimes rainy) Maple Bay, BC, Canada

\*\*\*\*\*  
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<http://www.skirrow.org/Boatanchors/>

Information, Parts, Pictures, Articles: The R-390A  
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Also, my new e-mail address is:

jan@skirrow.org

\*\*\*\*\*

-----

Message-ID: <38714A7F.C1BDF9ED@earthlink.net>  
Date: Mon, 03 Jan 2000 17:18:55 -0800  
From: Scott Robinson <spr@earthlink.net>  
MIME-Version: 1.0  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: Chuck's safety hints, my comments and additions.  
Content-Type: text/plain; charset=us-ascii  
Content-Transfer-Encoding: 7bit

AND Scott comments further:

The guy at Bell labs was WRONG!! I design stuff or a living and to get UL or CE approval you must use the green or green/yellow lead for chassis earth ONLY.

I doubt they were getting UL on thsi box or they would have learned better.

Regards,

/scott

Bob Roehrig wrote:

>

> On Mon, 3 Jan 2000, Arden Allen wrote:

>

> > Even if the fusing and power switching isn't per IEC (or whatever) wiring  
> > standards there are other requirements that it can meet that make sense.  
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> Anyway, Inside the unit, there were Black, White, and Green wires. But  
> guess what - Green was hot, Black was neutral, and White was ground.  
> When I called the Bell Labs designer of this device, he told me that  
> inside the box, it didn't matter what color wires were used. I told him  
> that perhaps that was true but if you are going to use the 3 "standard"  
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> They finally decided to "correct the drawings".  
>  
> "Nostalgia is a thing of the past"  
> E-mail: broehrig@admin.aurora.edu or k9eui@arrl.net 73 de Bob, K9EUI  
> CIS: Data / Telecom Aurora University, Aurora, IL  
> 630-844-4898 Fax 630-844-4222

--  
Scott Robinson  
spr@earthlink.net

Junque is GOOD for you!

-----  
Message-ID: <387155A1.17F7@worldnet.att.net>  
Date: Mon, 03 Jan 2000 21:06:25 -0500  
From: "John Dilks, K2TQN" <oldradio@worldnet.att.net>  
MIME-Version: 1.0  
To: Old Tube Radios <boatanchors@theporch.com>  
CC: KM40P@aol.com  
Subject: info on a Stoner SSB Pro-80-10 ?  
Content-Type: text/plain; charset=us-ascii  
Content-Transfer-Encoding: 7bit

Can anyone help Phil with info on a Stoner SSB Pro-80-10 ?

Please reply to Phil at: KM40P@aol.com

-----  
HELLO JOHN  
MY NAME IS PHIL AND I AM LOOKING FOR INFO ON A SSB RADIO  
SOMEONE TOLD ME YOUR GROUP MIGHT HELP ME.

THIS RIG IS MADE SOMETIME IN THE 70'S, I THINK? IT IS MADE BY A COMPANY  
CALLED STONER. It's MODEL PRO-80-10. I WOULD VERY MUCH LIKE TO GET A  
COPY OF A MANUAL. ANY INFO WILL HELP. THERE IS A ACC PLUG IN THE BACK  
LIKE THE FT-101'S AND IT IS MISSING. ANY INFO ON THE PIN WIRING WOULD BE  
GREAT.

THANKS FOR YOUR TIME DE PHIL  
KM40P 73'S mail to : KM40P@aol.com

-----  
73' John Dilks, K2TQN

QST Old Radio Column - Support Page  
<http://www.eht.com/oldradio/arrl/>

"Page 2" all about Antique Wireless & Radio History

<http://www.eht.com/oldradio/awa/>

The New Jersey Antique Radio Club

<http://www.eht.com/oldradio/>

Please visit my OldRadio Museum

<http://www.eht.com/oldradio/museum/>

-----  
Message-ID: <033f01bf5667\$94b87500\$e53e0404@oemcomputer>

From: "DavidC" <eDoc@netzero.net>

To: Old Tube Radios <boatanchors@theporch.com>

Subject: Wanted: Service Manual for R-392/URR RECEIVER

Date: Mon, 3 Jan 2000 22:55:36 -0500

MIME-Version: 1.0

Content-Type: text/plain;  
charset="iso-8859-1"

Content-Transfer-Encoding: 7bit

I have recently acquired a:

RECEIVER, RADIO R-392/URR SERIAL NO. 863

DUBROW ELECTRONICS INDUSTRIES, INC.

ORDER NO. 52713-PP-61 U.S.

I am in need of the following:

1. Service Manual (if someone has the manual that used to be on the [ftp://boatanchors:tubes@fernblatt.dynip.com/PDF\\_Manual\\_Project/](ftp://boatanchors:tubes@fernblatt.dynip.com/PDF_Manual_Project/) site that would be great! BTW: He is looking for a new host server for that wonderful project. Needs tons of space!
2. DC-to-DC converter 12v to 28v transistorized power supply
3. Exact replacement meter (it came with a look-alike but with the wrong markings and a different movement)
4. Some of the smaller knobs (it came with smaller-than-original knobs, but the tuning knobs are original)
5. The original plugs for the AUDIO connectors Amphenol type 164-8.
6. Either a damaged "dogbone" cable (the one that goes from the R-392 to the T-195 or a female connector that will mate with the T-195 end of the "dogbone". (a damaged "dogbone" would need the R-392 end intact).

I would very much prefer to work swaps for these needs but will consider very reasonable offers.

Any mods anyone has done that are not yet documented on Josh Rovero's site (below) would also be appreciated!

<http://www.connix.com/~provero/r392/r392.htm>

- Thanks! & 73, DavidC K1YP in Hudson, FL

\*\*\*\*\*

-----  
NetZero - Defenders of the Free World  
Get your FREE Internet Access and Email at  
<http://www.netzero.net/download/index.html>

-----  
Message-ID: <002301bf5669\$83536a20\$b24dfea9@g5p3m4>  
From: "Ed Zeranski" <ezeran@concentric.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: URM-25D first impressions  
Date: Mon, 3 Jan 2000 20:09:34 -0800  
MIME-Version: 1.0  
Content-Type: text/plain;  
        charset="iso-8859-1"  
Content-Transfer-Encoding: 7bit

>>this much about the URM-25D to others considering taking on the beast:  
The  
>>URM-25D is without doubt one of the WORST assembly designs for military  
>  
>Yep! But I like mine. >  
>Jan Skirrow, VE7DJX  
>  
>  
>... in sunny (sometimes rainy) Maple Bay, BC, Canada

Hey Jan!

Long time no yak! I've had to work on my '25F for several things...flakey output, rancid or non existant modulation etc. but will probably keep the beast. Actually did use the URM-25 and HP 608 on sets in the Navy from early-late '60s. The 25 is just handy , though a newly reworked HP-606 is here too, I can drag it around to do 'house calls' on BoatAnchor friends' sets. The atten is questionable and the Hi output can override the 'calibrated' output at low levels but the URM-25 still is within whats needed for most BA rx's. Kinda like the old Ford 8-9N tractors...not the best but tough, tight, and nothing else in the class.

Do you think you will get to SLO this Spring? Plan is to be home then run up with a primo TCS-12 and GRC-9. Really plan to take some stuff up to get rid of as I need the space to start another boat. Bonnie will be happy

about shucking radios but haven't mentioned the boat yet(plans from Smithsonian). If all goes well I'll have the only Chesapeake crabbing skiff/Hoopers Island Sharpie up at Port Townsend in Sept.

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Date: Mon, 03 Jan 2000 20:43:46 -0800  
From: Arden Allen <gumbear@pacbell.net>  
Subject: IEC power cords.  
To: Old Tube Radios <boatanchors@theporch.com>  
Message-id: <0FNS00102NVC1J@mta3.snfc21.pbi.net>  
MIME-version: 1.0  
Content-type: text/plain; charset=ISO-8859-1  
Content-transfer-encoding: 7bit

The detachable power cords (like the kind used on computers) now used on all electronic equipment are what I refer to as "IEC power cords". That is because the connector design was originally adopted by the International Electrotechnical Commission, a body created for setting up standards for the European Common Market. The US was johnny-come-lately so US manufacturers had to use IEC standards to hawk stuff to Europe. As in adherence to all standards, some manufacturers adhere to the LETTER of the standard, not necessarily to good engineering practices. The result is the market is flooded with poorly designed power cords that PASS the tests required but don't last a normal lifetime of usage.

IEC power cords have been around long enough (since the early 70's) that some late manufacture BA test equipments have them. When acquiring a new or used IEC power cord, ALWAYS CHECK THAT IT IS CAPABLE OF MAKING RELIABLE CONNECTION TO THE EQUIPMENT IT'S ATTACHED TO. Even new some ones don't work well because contacts are weak and also molding flash gets jammed into the receptacle chambers causing problems with contacting. If an IEC power cord is found to be unreliable, CUT OFF THE CONNECTOR and save the cord for a hard wired project. Don't be an A \_ \_ \_ \_ E and shuck it off of some trusting dodo bird.

Arden Allen KB6NAX Vallejo, CA gumbear@pacbell.net

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Message-ID: <38717C42.B6AF36EC@getnet.com>  
Date: Tue, 04 Jan 2000 04:51:16 +0000  
From: Dave <davidh@getnet.com>  
MIME-Version: 1.0  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: New Radio Pictures on my Web Page  
Content-Type: text/plain; charset=us-ascii; x-mac-type="54455854"; x-mac-creator="4D4F5353"  
Content-Transfer-Encoding: 7bit

Just finished taking some pictures of some of my boatanchors and broadcast radios with the digital camera. I have posted them on a web page. You can access them through my home page at:

<http://www.getnet.com/~davidh>

Click on the link next to the HRO-5 that has the "new" next to it or

<http://www.getnet.com/~davidh/moreradios.html>

Enjoy

Happy New Year,

Dave N7RK

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Dave N7RK - Webmaster CADXA

Phoenix, Arizona      \*DXCC Honor Roll\*      \*WAZ#23 - 75 Meter SSB\*

ex-XE2/N7RK, N7RK/ZB2, VK2ERK, ZM0AJN, WB6NRK, WN6IWX

Boatanchor Collector Extraordinaire preferring Hallicrafters, National and what ever else looks interesting!

E-Mail: [davidh@getnet.com](mailto:davidh@getnet.com) My Home Page: <http://www.getnet.com/~davidh>

Visit the Central Arizona DX Association Home page - <http://cadxa.org>

-----  
Message-ID: <000901bf5674\$5440ef40\$0264a8c0@ncc74656.org>

From: "Scott Alfter" <[salfter@delphi.com](mailto:salfter@delphi.com)>

To: Old Tube Radios <[boatanchors@theporch.com](mailto:boatanchors@theporch.com)>

Subject: Top Ten Gadgets of All Time

Date: Mon, 3 Jan 2000 21:26:59 -0800

<http://www.msnbc.com/news/351770.asp>

Guess what made this list? (If you guessed "firebottle," you'd be right.  
:-) )

Scott Alfter

[salfter@delphi.com](mailto:salfter@delphi.com)

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Message-ID: <002201bf5676\$5fb52560\$b24dfea9@g5p3m4>  
From: "Ed Zeranski" <ezeran@concentric.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: Top Ten Gadgets of All Time  
Date: Mon, 3 Jan 2000 21:41:03 -0800  
MIME-Version: 1.0  
Content-Type: text/plain;  
        charset="iso-8859-1"  
Content-Transfer-Encoding: 7bit

-----Original Message-----

From: Scott Alfter <salfter@delphi.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Date: Monday, January 03, 2000 9:28 PM  
Subject: Top Ten Gadgets of All Time

><http://www.msnbc.com/news/351770.asp>  
>  
>Guess what made this list? (If you guessed "firebottle," you'd be right.  
>:-) )  
>  
>Scott Alfter

Top ten ever for Western Civilization?? Geeze! Everyone knows its gotta  
be led by the weedwacker, channel changer, and Styrofoam cooler!

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End of BOATANCHORS Digest 2767  
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